

# **Michigan Traffic Incident Management (TIM) Action Team Action Plan 2013-2016**



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## **Disclaimer Statement**

This document has been prepared by the members of the Traffic Incident Management (TIM) Action Team. It is considered a living document, and is a compilation of activities and initiatives to address TIM in the state of Michigan.

The TIM Action Team is part of a network of ad hoc committees comprised of local, state, federal, and private partners, working in collaboration with the Governor's Traffic Safety Advisory Commission (GTSAC) to identify traffic safety challenges and comprehensive solutions. The result of these efforts will support achievement of the mission, vision, and goals identified in the State's Strategic Highway Safety Plan (SHSP). While the strategies identified in the State's SHSP have been approved by the GTSAC, the activities and initiatives identified in this Action Plan, as well as any opinions or conclusions expressed, are those of the individual TIM Action Team member agencies and not necessarily those of the GTSAC.

## **Introduction**

The National Unified Goal (NUG) for TIM is a shared set of objectives for multidisciplinary stakeholders involved in traffic incidents. The three objectives are:

- Responder Safety
- Safe, Quick Clearance
- Prompt, Reliable, Interoperable Communication

The objectives were developed by the National Traffic Incident Management Coalition which is comprised of over 20 national organizations and agencies involved in mitigating traffic incidents.

TIM is the planned and coordinated multi-disciplinary processes used to detect, respond, and clear traffic incidents as quickly as possible while protecting the safety of on-scene responders and the traveling public. An incident is defined as any non-recurring event that causes a reduction in roadway capacity. Such events include but are not limited to traffic crashes, disabled vehicles, spilled cargo, floods, and other unplanned natural or man-made events. The most common problem associated with highway incidents results in traveler delay, but most serious problems is the risk of secondary crashes. Many times a secondary crash is more severe than the primary crash. A side effect of all incidents is the danger posed to responding personnel at the scene.

Other side effects of incidents include:

- Increased response time by first responders such as emergency medical services, police, fire, towing & recovery, medical examiners, etc..
- Lost time and a reduction in productivity
- Increased cost of goods and services transported by highways
- Increased fuel consumption
- Reduced air quality and other adverse environmental impacts
- Reduced quality of life by sitting in traffic.

## Goals

Increase compliance with high-visibility apparel requirements through education for all ‘workers’ at a traffic incident from 59% to 75% by December 31, 2014.

Increase compliance with high-visibility apparel requirements through education for all ‘workers’ at a traffic incident to 100% by December 31, 2016.

Through a targeted public education campaign, increase awareness of the Steer It, Clear It Law amongst the public from 13% to 50 % percent by December 31, 2016.

Implement the Mi-TIME/SHRP 2 TIM TtT program in Michigan and have 1,500 first responders trained by December 31, 2016.

Provide training information for the new secondary crash fields for integration with Michigan State Police UD-10 training by December 2015.

## Strategies

<p><b>Promote and educate the use of high-visibility apparel for first responders.</b></p>
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**Objective: Increase compliance with high-visibility apparel requirements through education for all ‘workers\*’ at traffic incidents from 59% to 75% by December 31, 2014.**

**Increase compliance with high-visibility apparel requirements through education for all ‘workers\*’ at traffic incidents to 100% by December 31, 2016.**

\*Worker is defined as per Federal Regulation 23 CFR 634.

### ***Short-Term (1-2 years) Activities:***

**Activity:** Survey agencies and companies to document if they have a Standard Operation Procedure (SOP), Official Order, or Guidelines established for wearing high-visibility apparel.

**Lead Agencies:** Mason County Sheriff, Charlotte Police Department, Bob Adams Towing, Marquette Alger County EMS Medical Control Authority, and St. Clair Shores Fire Department

**Contact Names:** Sheriff Kim Cole, Chief Lisa Sherman, Terry Adams, Lyn Nelson and Chief George Morehouse

**Activity:** Create a toolbox for first responders with materials to use for training and examples of a SOP, Official Order, or Guidelines.

**Lead Agencies:** St. Clair Shores Fire Department, Michigan State Police (MSP), Ann Arbor Fire Department, Bloomfield Township Police Department, Marquette Alger County EMS Medical Control Authority, and Bob Adams Towing

**Contact Names:** Chief George Morehouse, Spl/Sgt. Allan Avery, Lt. Carl Hein, Lyn Nelson, Sgt. Kim Comerford, and Terry Adams

**Activity:** Educate new first responders on high visibility apparel compliance requirements and benefits in basic academies. Include in-service training material and roll call training. Activities also include obtaining working on accreditation of the Mi-TIME/SHRP 2 TIM Train the Trainer (TtT) Program.

**Lead Agencies:** St. Clair Shores Fire Department, MSP, Bloomfield Township Police Department, Pro Med, and Bob Adams Towing

**Contact Names:** Chief George Morehouse, F/Lt. Jim Flegel, Sgt. Kim Comerford, Tom Schmiedeknecht, and Terry Adams

**Activity:** Promote high visibility requirements through newsletters and associations.

**Lead Agencies:** MSP, Livonia Fire Rescue, Ann Arbor Fire Department

**Contact Names:** F/Lt. Jim Flegel, Charlotte Kilvington, Chief Shadd Whitehead, Lt. Carl Hein

**Activity:** Continue implementation for the Michigan Traffic Incident Management Effort (MI-TIME)/ Strategic Highway Research Program (SHRP 2) TIM TtT Program and revise program material to include needs for all first responders in Michigan.

**Lead Agencies:** Michigan Department of Transportation (MDOT) and Federal Highway Administration (FHWA)

**Contact Names:** Angie Kremer and Dave Morena

## **Coordinate traffic incident response between all responders.**

**Implement the MI-TIME/SHRP 2 TIM TtT program in Michigan and have 1,500 first responders trained by December 31, 2016.**

### **Short-Term (1-2 years) Activities:**

**Activity:** Continue implementation for the MI-TIME/SHRP 2 TIM TtT Program and revise program material to include needs for all first responders in Michigan.

**Lead Agencies:** MDOT and FHWA

**Contact Names:** Angie Kremer and Dave Morena

**Activity:** Develop guidelines and templates on when/how to implement After Action Reviews (AARs) for traffic incidents.

**Lead Agencies:** Bloomfield Township Police Department, MDOT, and Mason County Sheriff Office

**Contact Names:** Sgt. Craig Shackelford, Dayo Akinyemi, and Sheriff Kim Cole

**Activity:** Help mutual understanding of each first responder roles and responsibilities at a Traffic Incident by creating a video, “Who’s in Charge in Michigan?”

**Lead Agencies:** MSP, Northville Township Fire Department, Kent County Road Commission, Joe Ballor Towing, Pro Med, and Sparrow Forensic Pathology - Ingham Medical Examiner Office

**Contact Names:** Lt. Gary Megge, Spl/Sgt. Allan Avery, MC Lt. Charles Black, Director Richard Marinucci, Tim Haagsma, Lt. Tim Jones, Joel Ballor, Tom Schmiedeknecht, and Ken Daniel

<p><b>Conduct training in traffic incident management for all stakeholder groups.</b></p>
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**Implement the MI-TIME/SHRP 2 TIM TtT program in Michigan and have 1,500 first responders trained by December 31, 2016.**

**Provide training information for the new secondary crash fields for integration with Michigan State Police UD-10 training by December 2015.**

**Ongoing Activities:**

**Activity:** Encourage a general session and more breakout session at the Traffic Safety Summit.

**Lead Agency:** TIM Action Team

**Contact Name:** Angie Kremer and Sgt. Craig Shackelford

**Activity:** Champion the topic of TIM at existing conferences and training.

**Lead Agency:** TIM Action Team

**Contact Name:** Angie Kremer and Sgt. Craig Shackelford

**Activity:** Continue implementation for the MI-TIME/SHRP 2 TIM TtT Program and revise material in the program to include needs for all first responder in Michigan.

**Lead Agencies:** MDOT and FHWA

**Contact Names:** Angie Kremer and Dave Morena

**Short-Term (1-2 years) Activities:** Incorporate TIM in Table Top Exercises and work with Emergency Management. Table Top Exercises are also in MI-TIME/SHRP 2 Training.

**Lead Agency:** TIM Action Team

**Contact Name:** Angie Kremer and Sgt. Craig Shackelford

## **Provide public education on safe, quick clearance and vehicle removal laws.**

**Objective:** Through a targeted public education campaign, increase awareness of the Steer It, Clear It Law among the public from 13% to 50 % percent by September 30, 2016.

### ***Short-Term (1-2 years) Activities:***

- Use Captain Clear It, Public outreach for Safe, Quick Clearance • Informational Brochure
- Newsletter / Magazine Articles • Stickers and Magnets • Static Signs • Posters
- Drivers Education Programs • Electronic Billboards • Gas Station TV
- Secretary of State Branch Offices • Driver's Training (Also Driver Improvement Programs)



**Lead Agency:** TIM Action Team

**Contact Name:** Angie Kremer and Sgt. Craig Shackleford

**Activity:** Educate agencies, associations and companies on the legislation for the Hold Harmless.

**Lead Agency:** TIM Action Team

**Contact Name:** Angie Kremer and Sgt. Craig Shackleford

**Activity:** Produce a video on use of push bumpers to aid first responder with knowledge of tool used for removal of vehicles and materials.

**Lead Agencies:** MSP and MDOT

**Contact Names:** F/Lt. Jim Flegel and Angie Kremer

## **Acronyms**

AARs	After Action Reviews
FHWA	Federal Highway Administration
GTSAC	Governor's Traffic Safety Advisory Commission
MDOT	Michigan Department of Transportation
Mi-TIME	Michigan Traffic Incident Management Effort
MSP	Michigan State Police
NUG	National Unified Goal
SHRP 2	Strategic Highway Research Program
SHSP	Strategic Highway Safety Plan
SOP's	Standard Operating Procedures
TIM	Traffic Incident Management
TtT	Train the Trainer



## **Acknowledgements**

Ann Arbor Fire Department  
Arenac County Sherriff  
Association of Public Safety Communications Officials (APCO)  
Bloomfield Township Police Department  
Bob Adams Towing  
Boone County Sheriff Department – Indiana  
Charlotte Police Department  
County Road Association (CRA)  
Federal Highway Administration (FHWA)  
Grand Rapids Police Department  
Howell Area Fire  
Joe Ballor Towing  
Kent County Road Commission  
Marquette Alger County EMS Medical Control Authority  
Mason County Sheriff  
McDonald's Towing  
Michigan Association of Ambulance Services (MAAS)  
Michigan Association of Chief of Police (MACP)  
Michigan Association of Medical Examiners (MAME)  
Michigan Association of Traffic Accident Investigators (MATAI)  
Michigan Department of Environmental Quality (MDEQ)  
Michigan Department of Transportation (MDOT)  
Michigan EMS Practitioners Association  
Michigan Fire Chief Association  
Michigan Sheriffs' Association (MSA)  
Michigan State Police – Office of Highway Safety (OHSP)  
Michigan State Police (MSP)  
Michigan Towing Association (MTA)  
National Emergency Number Association (NENA)  
Northville Township Fire Department  
Pro Med  
Southeast Michigan Association of Fire Chiefs (SMAFC)  
Southeast Michigan Council of Governments (SEMCOG)  
St. Clair Shores Fire Department  
Superior Township Fire